

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Bulgaria	REPORT	
SUBJECT	The Chirpan-Dimitrovgrad Road	DATE DISTR.	21 July 1954
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(FOR KEY SEE REVERSE)

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1. The road to Dimitrovgrad branches from the road leading almost due south from Chirpan (N 42-12, E 25-20) across the Maritsa River to Vŭrbitsa (N 42-03, E 25-21) at a "T-juncture" approximately six kilometers from Chirpan. Coming from Chirpan, one turns left at this juncture, going east two kilometers to reach Zet'ovo (N 42-09, E 25-21) and another six kilometers to reach Kuza (N 42-07, E 25-27, now Tselina). Continuing eastward, the southern outskirts of Merichleri (N 42-07, E 25-30) are by-passed and the standard-gauge single-track railway line is crossed twice. After crossing the railroad track for the first time (about two kilometers east of Kuza), the road makes a right angle turn to the south before reaching the second level crossing. It then continues south by southeast and eventually winds its way through Chernokon'ovo (N 42-04, E 25-32), which is now part of Dimitrovgrad. On the eastern outskirts of the Mariyno (N 42-04, E 25-35) district of Dimitrovgrad, the road crosses the railway line leading into the north station of Dimitrovgrad by the Maritsa I thermoelectric plant, and again turns north and then east to meet the main Stara Zagora-Dimitrovgrad-Khaskovo road about two kilometers north of the Maritsa River.
2. The width of the roadway varies between 3.5 and 4.5 meters. In addition, there are dirt shoulders about one-half meter wide on either side of the road.
3. The surface consists of gravel and dirt.
4. In October 1953, the road was bad to very bad, except in a few isolated stretches. In May 1954, the condition was moderate for most of the distance, but the stretch about three kilometers long between Chernokon'ovo and Mariyno was as bad as it was in 1953 and "is really hardly suitable for private motor vehicles." Road work was in progress between Kuza and Merichleri in May 1954.

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